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SPECIAL FEATURES

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COMMERCIAL CROP DUSTING

THE LIMITING RANGE OF AIRPLANES STABILITY AND CONTROLLABILITY OF AIRPLANES

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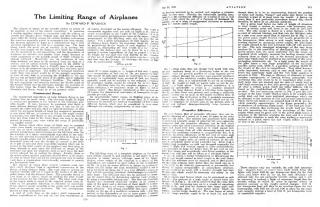
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Commercial Crop Dusting Details of the Operations of the Huff Dalard Doubon

By ROGER WILLIAM RIIS Davi - the past few statelle, commercial aviation tack a hose will take over of 0,000 to 7,000 arms of the capital. The metalic tride forward as the installing, on we extend your

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Small Air Cooled Enginee The Wallace Kellet Co. of Philadelphia, who recourse the

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Stability and Controllability of Airplanes Part VIII. Concluding Remarks

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The Tailsein

The explorations given in the body of this paper on soll a good deal of good to providing plenty of stability is all. This definitely prevents opinal limitability, and supervents (RES and DH4 orphisms respectively) was not frond o-

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The New Wright "Cyclone" Water reviews are very valuerable to built for, shows The new 450 kg. Would "Cyclose" engage recently no

Thus to great the velves and clean suffers on a Library tooser or taking the engine from the plane. This when

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May 25, 1886

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New York Organizing for Pulitues Race

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A decomposition of lateral control was also given by his giving full silence to one sole, leaving the readings to reada steen bank, and then whirling the wheel over in the opposite Leter in the day both see over \$50, on yourse. Bigbte and sceply repeated their previous performance. The Feldor 2 vis was titled with a Najury term regime and is very similar to the previous members of the F series. The It is necleased that, as a result of these tests, an colleg-late laten placed with Handley Page for a ret of whom with has been placed wan Handay Page for a on ce wings with building edge slete, adeque slots and sketted flags for a regular

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Proposed Airplane Tour

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Air Mail Plane Proposals

A Correction

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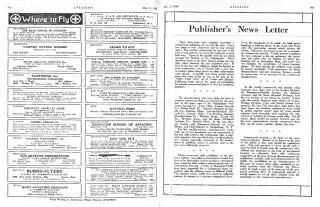
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New Naval Bembers The Kery Department has adopted a program of developevent in new and additional types of bondung planes for one Seek have been seeined for a much segler place to be built around the Fackard "2500 regree". The details of the where are comblested. If we award it made on these halo

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Lt. William D. Thomas det command Nov. A. Stn., Ann. costia, to Asseraft Sunds, Scion Ft. Our Jack K Campbell det Nev. A.S., San Down, to Goe, Warren C Care det. Nur A S. San Diago, to US S. Ch. Pay Clork Checks T. Stangrarth det. Nav. A. S., N.O.F.



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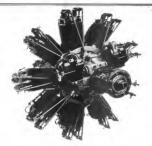
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WRIGHT J-4 AIR-COOLED AERONAUTICAL ENGINE

THE only reason that air-cooled aeronautical engines have not heretofore been generally used in flying craft is because watercooled engines were more highly developed.

The Wright Aeronautical Corporation has spent the past two years in intensive laboratory and engineering tests perfecting the present Wright "Whirlwind" series which is typified in the present Wright J-4 model.

Many governmental as well as commercial aeronautical engineers thoughout the world have followed intently each step in the development of air-cooled motors, and they now realize that all the many advantages of an air-cooled aeronautical power plant may be obtained in the Wright 1-4x-200 H.P.

Bulletin No. 8 fully describing the Wright J-4 engine, together with specifications etc. will be mailed upon request.

WRIGHT AERONAUTICAL CORPORATION Paterson, New Jersey, U. S. A.

Saves weight in power plant and plane. Gives higher performance. Free from radiation troubles. Best for flying in extremely hot or cold weather. Decreased wheet and handling extrense.



Increased fiying time.
Decreased cost and weight of spare parts
Starts quickly in cold weather.
Less vulnerable to attack.
Decreased first cost.

WRIGHT J-4'S ARE JUST AS DEPENDABLE AS THE FAMOUS WRIGHT E-4

WRIGHT